

Next Stop

Fast Buses, Better Service



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Letter from the Mayor



My Fellow New Yorkers,

More than a million New Yorkers and visitors rely on our buses to connect to the city we love—and to one another. We ride buses early in the morning and late at night, to school and to work, to subway stations, and to ferry landings.

For the working New Yorkers who power our city, buses are a lifeline. Yet for too long, our streets have not prioritized riders, and our buses have not moved at the speed of our fast-paced city. In a place where every minute counts, some buses crawl at 5 mph. The wealthiest city in the wealthiest nation in the history of the world shouldn't have some of the slowest buses in America.

Now, we are writing a new story for our city. One where New Yorkers can trust that buses will be fast and reliable, where people have more time to spend with their families, and where hardworking bus drivers can safely navigate streets designed with them in mind.

In a historic partnership with Governor Hochul, the New York City Department of Transportation (NYC DOT) and the Metropolitan Transportation Authority (MTA), we will speed up buses by 20% along 50 priority corridors. We will expand fully accessible bus stops and build new, world-class rapid bus routes for 100,000 New Yorkers who live more than a half mile away from a subway or rail stop. Buses will run faster. Buses will run better.

This plan is a measure of our commitment to a new era of government—one where Albany and City Hall work together to deliver for the people we serve, and where we do not hesitate to deploy the power entrusted in us to improve working people's lives.

New York City sets a global standard for culture, innovation, and excellence. Let us set the same standard for bus service—and prove that government can deliver real results for the people who call this city home.

A stylized, handwritten signature in black ink, likely belonging to Zohran Kwame Mamdani.

Zohran Kwame Mamdani

Mayor, City of New York

Letter from the Governor



New Yorkers:

New York proudly relies on its mass transit system like no other. Every day, over six million New Yorkers ride the MTA's subways, trains, and buses to live their lives in a city full of opportunities.

As Governor, I have put transit at the heart of my agenda. For too long, Albany took our transit system for granted and left riders behind. We have taken a different course: securing the MTA's fiscal future after the pandemic, successfully launching the nation's first congestion pricing program, and advancing bold transit expansion projects. We are truly in the midst of a transit renaissance in New York.

Now, it is time that millions of bus riders see similar improvements. New York has both the most bus riders in the nation and the slowest buses in the nation. Congested streets force buses to move at a dismally slow pace—with the slowest buses only traveling five miles per hour. In so many parts of our city, from Cambria Heights to Co-Op City and Sheepshead Bay to Tottenville, good bus service is essential. Riders deserve better.

The MTA has already made progress to speed up buses as they redesign each borough's bus network. In Queens alone, this new network is now saving riders as much as 15 minutes of time each way. We've passed bold legislation to expand camera enforcement and clear traffic from bus lanes and stops.

Now, working with Mayor Mamdani, the MTA, and NYC DOT, we will take another monumental step forward for better transit in our city. *Next Stop: Fast Buses, Better Service* is transformative: 20% faster speeds on priority corridors, more reliable and accessible service, and new, rapid bus service.

I have always believed that government has the power to achieve big things and make people's lives better. Today, we are choosing to dream big: to move our buses faster, to save people time, and to make our bus system the envy of the world. In partnership with the Mayor, NYC DOT, and the MTA, I know we can deliver the better, faster buses that New Yorkers deserve.

A handwritten signature in black ink that reads "Kathy Hochul". The signature is fluid and cursive, with a large, stylized "K" and "H".

Kathy Hochul

Governor, State of New York

Letter from the MTA Chair and CEO



As a lifelong New Yorker, I've been riding the bus since I was a kid. Even today, I'm a regular user of both express and local buses. Like everyone else, I get frustrated by slow speeds and heavy traffic, which is why I'm so excited about the ideas set forth in the [Next Stop: Fast Buses, Better Service](#) report.

This document presents a straightforward action plan for improving service—so that riding the bus is *always* faster than walking—with buy-in from all the parties needed to make real change. Not just the MTA, though we do play a central role as the transit operator, but also the State and the City of New York. The City in particular oversees the streetscape and has the power to build dedicated bus infrastructure like bus lanes and busways and to increase and enhance enforcement. We know that these efforts, and capital investments in new buses under Governor Hochul's leadership, can go a long way towards improving service.

The MTA—and our riders—have been waiting for this moment. For some years now, we've been doing our part to create a 21st century system: redesigning the bus network borough by borough, purchasing cleaner, greener vehicles to help meet our goal of a fully zero emissions fleet, and expanding the use of tools like Automated Camera Enforcement to keep buses moving faster.

Everyone agrees this is important work. Buses are an engine of equity in our City, disproportionately serving seniors, people with disabilities, and residents of low-income neighborhoods and communities of color. Like the rest of our amazing transit system, buses are also antidotes to climate change. By investing in the network, we're striking a blow for equity for all, and as this report will show, we're just getting started.

A handwritten signature in black ink, which appears to read "Janno Lieber". The signature is fluid and cursive, with the first name "Janno" being more prominent than the last name "Lieber".

Janno Lieber

Chair and Chief Executive Officer, MTA

Letter from the Commissioner



New York City's buses are more than a mode of transportation—they are a lifeline for more than a million riders who depend on them to reach economic and educational opportunities, access critical services, and connect with loved ones. For too long, however, New Yorkers have suffered with the nation's slowest buses.

Speeding up those buses is a central priority for Mayor Zohran Mamdani and the NYC DOT. This report, *Next Stop: Fast Buses, Better Service*, outlines a clear and ambitious path forward. Building on years of progress made by NYC DOT and the MTA, it also acknowledges the simple truth that we must do more—and must do it quickly.

Our vision is straightforward: deliver a bus system that is fast, reliable, comfortable, and equitable. To do that, we will increase speeds on priority corridors, expand dedicated bus infrastructure, improve the experience at bus stops, and center the needs of bus riders, ensuring that nearly every New Yorker lives within easy reach of world-class transit.

Achieving this vision will require a shared commitment—across agencies and communities—to using limited street space more effectively, prioritizing the movement of people over cars.

NYC DOT will make a generational investment to reach these shared goals, building on work we've already started. Since January, we have announced that transformational work to speed buses would begin this year along Fordham Road, Tremont Avenue and 161st Street in the Bronx; 34th Street and Madison Avenue in Manhattan; and Flatbush Avenue and Linden Boulevard in Brooklyn. All of these are critical projects serving hundreds of thousands of riders, and their benefits will be far reaching: shorter commutes, stronger local economies, cleaner air, and a more accessible city.

We are just getting started. As this plan lays out, working in close collaboration with the MTA and our other community partners, we can and will build a bus system that truly meets the needs of New Yorkers for generations to come.

A handwritten signature in black ink that reads "Mike Flynn". The signature is fluid and stylized, with a long horizontal flourish extending from the end.

Mike Flynn

Commissioner, NYC DOT

Executive Summary

The bus network is a lifeline for millions of New Yorkers.

Every day, New Yorkers take 2.75 million trips on a bus network that covers approximately 1,600 miles of the city's streets. Accounting for more than one-fifth of all bus trips nationwide, New York City's buses carry more riders every day than the buses in Los Angeles, Chicago, San Francisco, and Philadelphia *combined*. Buses connect riders to a city of opportunity—jobs, education, healthcare, community services, and cultural destinations— all while keeping New York affordable.

New York City, however, ranks among the nation's most congested urban areas, and clogged city streets force buses to crawl through traffic at an average of just eight miles per hour. Over 90% of city streets with bus routes lack dedicated bus lanes. Without dedicated infrastructure, buses are often trapped in traffic on congested streets, blocked by double-parked vehicles and delivery trucks, and stalled by long queues at stop lights and intersections.

In the last decade, NYC DOT and MTA have made significant investments to improve citywide bus service and infrastructure. Since 2017, MTA has implemented three borough-based bus network redesign projects, leading to more reliable service, faster travel, and better transit connections in Staten Island, the Bronx, and Queens. In 2019, NYC DOT released the Better Buses Action Plan to speed up buses on priority corridors throughout the city. Sixty-six miles of bus priority infrastructure on Better Buses Corridors have improved bus speeds and saved bus riders \$30 million annually. On January 5, 2025, MTA launched the first-in-the-nation congestion pricing program to toll drivers entering Manhattan below 60th Street, leading to fewer vehicles entering the central business district and finally reversing years of declining bus speeds. Even with these investments, more must be done to make buses faster.



Bi-directional bus lanes on Livingston Street in Downtown Brooklyn.

Next Stop is a joint program between NYC DOT and MTA to deliver a faster, more reliable, and more comfortable bus ride at every stage of a rider's journey. To advance this vision, *Next Stop* sets several ambitious goals that will shape the future of bus improvements citywide:



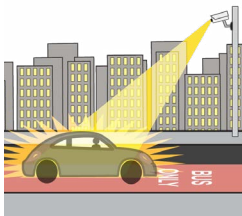
01 Fast, Reliable Buses

Increase bus speeds by 20% on priority corridors, saving riders up to six minutes during their journey. Improve service reliability using dedicated bus lane infrastructure, innovative traffic signal technology, and operational enhancements.



02 Valued Bus Riders

Provide a more comfortable experience for bus riders by improving the bus stop environment, accessibility, seating, and real-time passenger information.



03 Culture of Courtesy and Respect

Use comprehensive enforcement strategies on streets and on buses to clear a path on bus routes, ensuring everyone uses the shared street network as intended.



04 Quality Transit for All

Plan, design, and construct new, world-class rapid bus routes to guarantee 90% of New Yorkers live within a half-mile of a subway, rail, Select Bus, or new rapid bus station.

Implementing *Next Stop* will require sustained interagency commitment, coordinated timelines, and the resources necessary to deliver meaningful progress for riders. As part of this effort, the City and State are investing additional resources across the entire bus system to make these goals achievable and ensure essential improvements for bus riders. These investments represent both improvements to the physical environment of the street network and improved operations of the bus system.

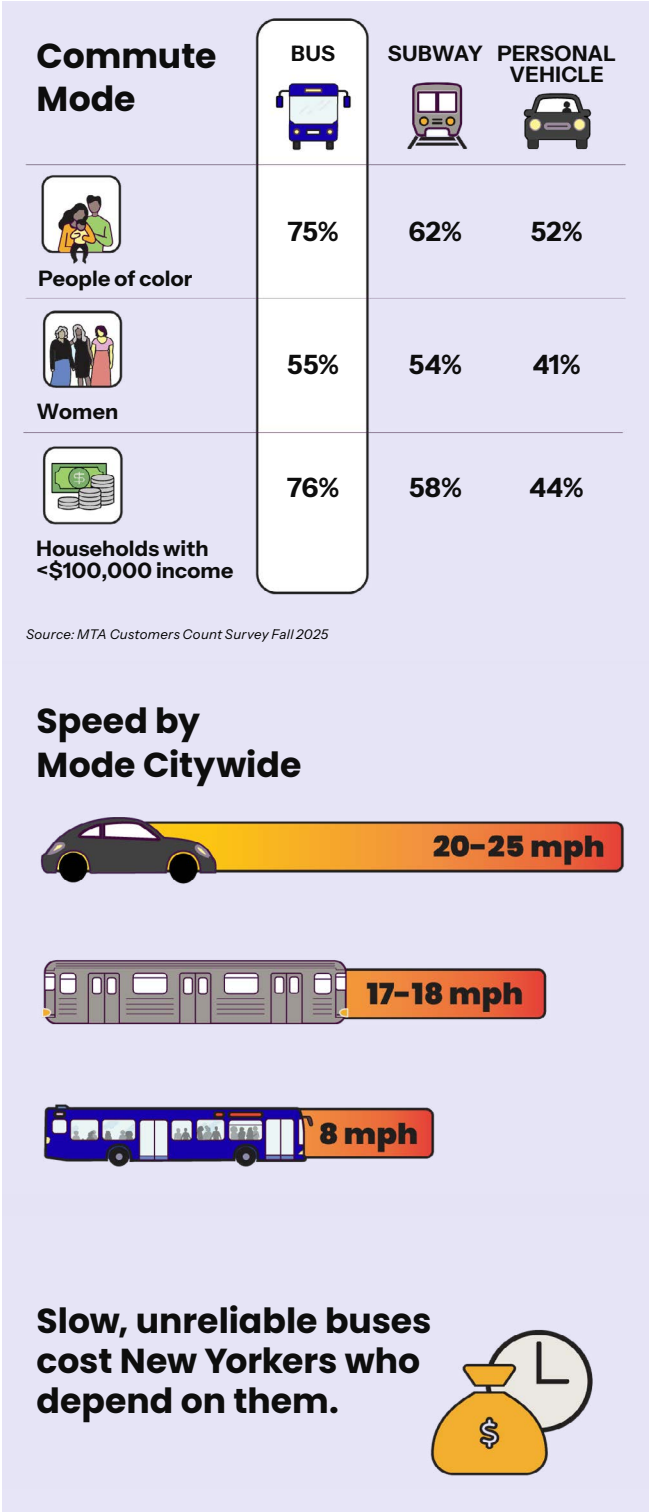
NYC DOT and MTA are working together to advance near-term bus priority projects while laying the groundwork for more complex medium- and long-term initiatives. Throughout *Next Stop*, both agencies will keep bus riders front and center, ensuring their needs and voices shape planning, design, and implementation. NYC DOT, MTA, and partner agencies are deepening engagement with riders, fostering a new era of trust and collaboration between government and communities. For transformative, or geographically expansive projects, the agencies will follow a robust engagement process that prioritizes bus riders and community planning needs.

Successful delivery depends on continued collaboration across government, community stakeholders, and local partners. It relies on the collective recognition that our street network should prioritize moving buses carrying many people. Together, these improvements will deliver dramatic economic, health, and social benefits for New Yorkers. NYC DOT, MTA, and partner agencies will uphold a strong commitment to accountability through a rigorous, data-driven monitoring program that tracks bus speeds, reliability, enforcement performance, and rider experience. This will enable agencies to identify challenges quickly, adjust strategies in real time, and maintain transparency with riders, communities, and elected officials as *Next Stop* is implemented. By aligning priorities and maintaining momentum, we can ensure that NYC DOT and MTA deliver real results that improve the lives of the millions of New Yorkers who depend on buses every day, saving them time, connecting them to opportunity, and providing them with a comfortable, world-class experience.



The Bx35 travels on the 181st Street busway.

Making the Case for Better Bus Infrastructure





Faster, more reliable buses deliver greater opportunities for New Yorkers.

NYC DOT and MTA developed *Next Stop* to deliver faster, more reliable bus service, invest in every part of the bus rider experience, and introduce new rapid bus service on NYC streets. This program keeps bus rider voices front and center during planning, design, and implementation processes. *Next Stop* is centered around four goals, and this report will outline the strategies the City and State will implement to deliver on these commitments:

- 01 **Fast, Reliable Buses**
- 02 **Valued Bus Riders**
- 03 **Culture of Courtesy and Respect**
- 04 **Quality Transit for All**

Buses move the most people on our streets, yet street space is disproportionately allocated to cars.

NYC buses carry more riders than the next four largest systems combined (Los Angeles, Chicago, San Francisco, Philadelphia), yet our streets don't reflect that.



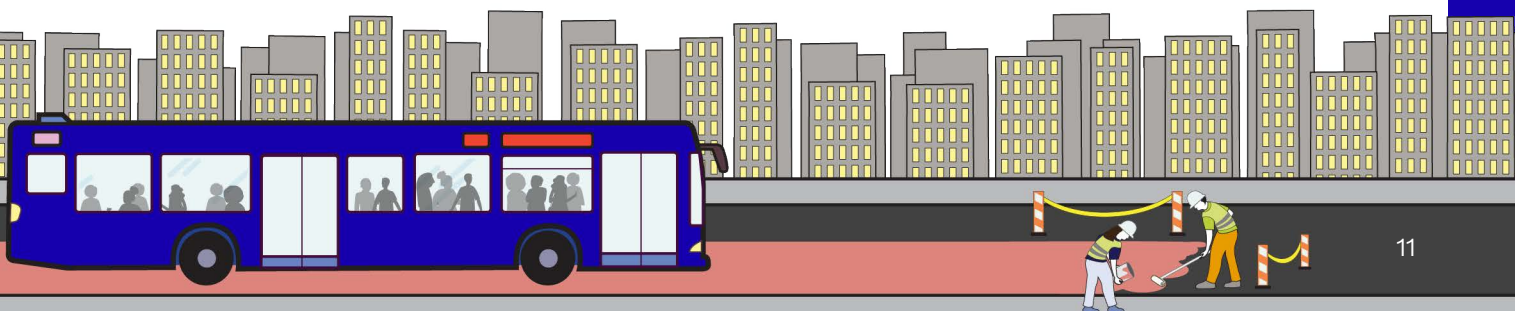
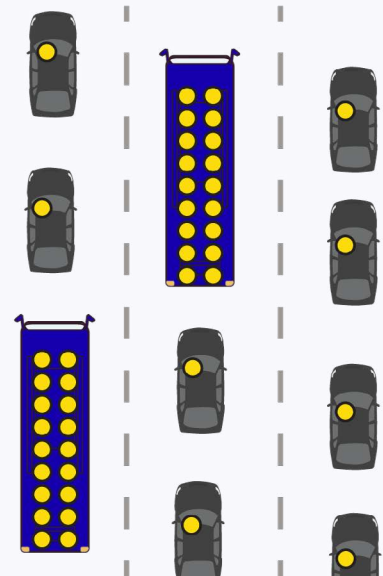
6,300 miles
of total length of street network in NYC.



170 miles
of bus lanes.

~1,600 miles
of streets with bus routes.

Most NYC drivers drive alone, yet they **dominate street space.**





01

Fast, Reliable Buses

Goals:

- 20% increase in bus speeds on Priority Corridors, saving riders up to six minutes during their journey.
- Reduce bus rider delay at bus stops to less than two minutes beyond the scheduled wait time on Priority Corridors.

Commitments:

- Joint NYC DOT and MTA improvements along 50 Priority Corridors.
 - In 2026, advance 28 ongoing street design projects and evaluate future service adjustments.
- Install 25 queue jump signals per year to reach 125 queue jumps by 2030.
- Activate or improve transit signal priority along 35 corridors per year, with the goal of 175 corridors by 2030, while advancing innovative approaches to optimize performance.
- Purchase 2,500 new buses— replacing over 40% of the existing fleet— as part of the 2025-2029 MTA Capital Program.
- Implement all-door boarding by 2027 with the complete transition to tap and ride.

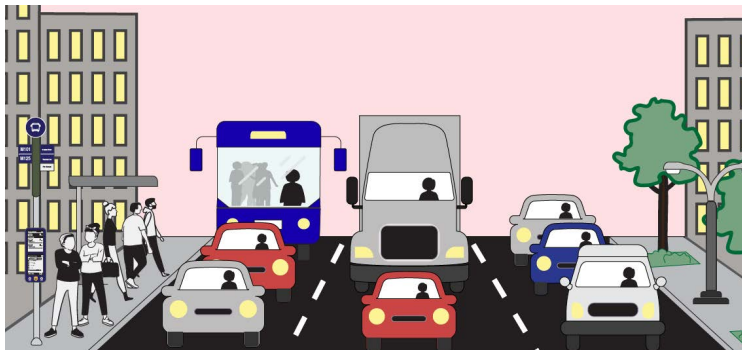
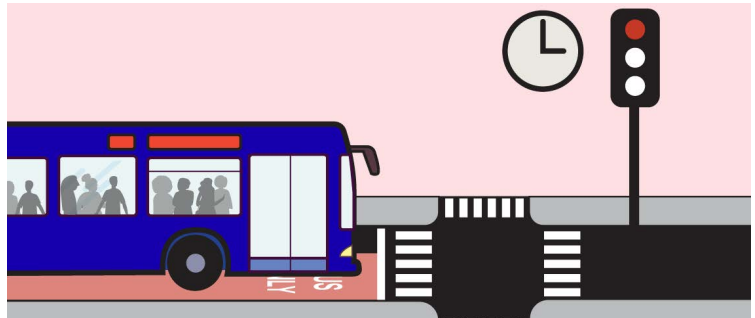


Fast, Reliable Buses

Bus riders may be delayed at several points in their journey. Buses are forced to navigate crowded streets, crawling as slow as five miles per hour on some routes. They get stuck at congested intersections and spend unnecessary time waiting at red lights. In addition to slowing the bus down, delays due to traffic also make it difficult for buses to stay on schedule.

Bus bunching occurs when buses fail to stick to their schedules and end up spaced close together, creating irregular and unreliable service. At crowded, high-ridership bus stops, buses are delayed by single door boarding as large numbers of riders wait to board. All these delays compound, leaving riders frustrated by slow, inconsistent service.

21% of a bus' time is spent stuck at traffic lights.



Crowded streets and blocked bus lanes and stops cause delays and less frequent buses, leading to **longer wait times for bus riders.**

At crowded, high-ridership bus stops **single door boarding** can cause delays.



To achieve 20% speed improvements on priority corridors, NYC DOT and MTA are committed to **reducing delays at every part of the journey.**

Fast Buses

NYC DOT and MTA will implement a combination of infrastructure improvements, traffic signal innovation, and operational changes to speed buses up along priority corridors. NYC DOT and MTA will utilize performance-based metrics to center tangible speed improvements for bus riders. The agencies are committed to improving bus speeds by 20% on priority corridors, saving riders up to six minutes during their journey.

Time savings will be highest on the slowest, most congested corridors, where buses crawl slower than five miles per hour. For riders traveling in both directions on a corridor, savings could be as high as six minutes in one direction or up to 12 minutes per day.

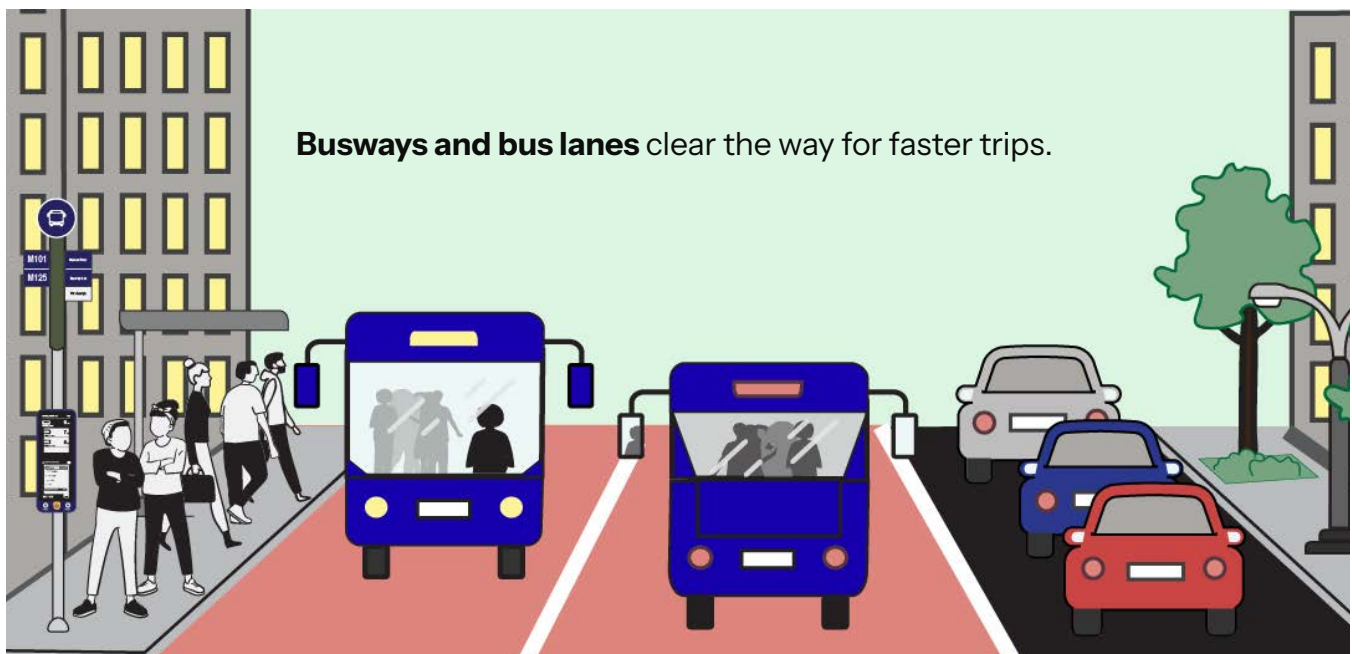
Faster buses mean less stress and frustration while stuck in traffic or behind a blocked bus

lane or stop. An extra six minutes could allow a bus rider to catch an earlier express train and arrive home even sooner to spend extra time with their family at the dinner table or read a book to their child before bedtime.

Build Dedicated Bus Priority Infrastructure

Along priority corridors, NYC DOT will build bus priority infrastructure such as bus lanes and busways. These improvements will provide dedicated space for buses on the street, enabling them to move through traffic more quickly and safely. Where feasible, both NYC DOT and MTA will prioritize high-impact treatments, including physically protected lanes, center-running facilities, and busways.

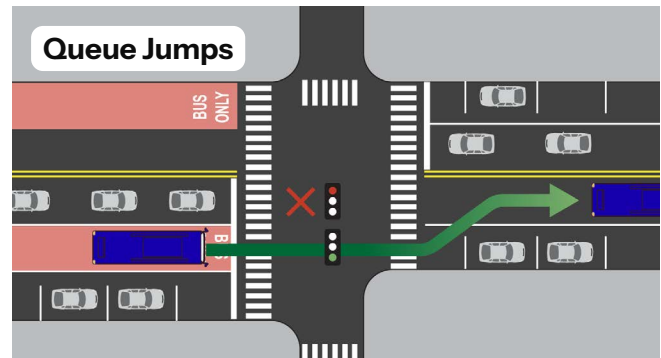
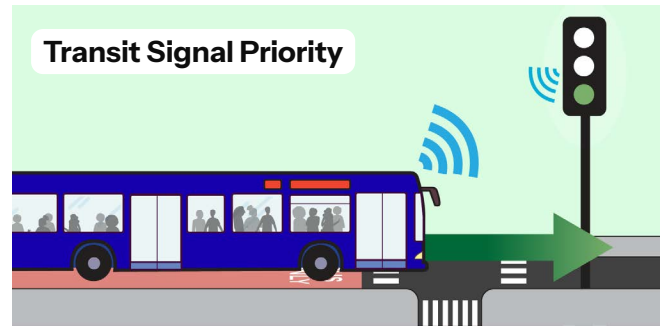
Busways prioritize **buses, trucks, emergency vehicles, and paratransit vehicles**, making streets safer and more efficient.



Advance Transit Signal Innovation

Intersections are one of the most significant contributors to slow bus service. Transit Signal Priority (TSP) and queue jumps reduce the time buses spend at red lights. With TSP, buses signal the approaching traffic light to stay green longer, reducing wait times at intersections. A queue jump is a dedicated signal for the bus, which gives the bus a head start over vehicles waiting at red lights and allows the bus to bypass general traffic.

Currently, TSP is enabled on 155 routes. To date, NYC DOT has installed 43 queue jumps. NYC DOT will activate or improve transit signal priority along 35 corridors per year, to reach 175 corridors by 2030. The agency will also install 25 queue jump signals per year at appropriate intersections, to install a total of 125 new queue jump signals by 2030.



Enable Faster Boardings

In 2027, MTA will phase-in all-door boarding with the complete transition to tap and ride. This will speed up boardings at bus stops and reduce

delay, with the greatest time savings at crowded, high-ridership stops.

The MTA will phase in **all-door boarding** after successful implementation of Proof of Payment.



Reliable Buses

Along priority corridors, MTA and NYC DOT will make targeted bus operations improvements to reduce bus rider delays at bus stops to less than two minutes beyond the scheduled wait time. Plus, with MTA's full transition to tap and ride in 2026, the agency will have better information about each bus rider's journey, allowing us to continually evaluate and enhance service.

Ensure scheduled trips are completed

MTA and NYC DOT will ensure buses leave the depot on time and trips are completed, improving service delivery across the system. MTA will apply operational best practices to improve frequency of service and bus operator availability, and NYC DOT will study signal timing at intersections near bus depots to support effective deployments.

Ensure the bus arrives on time

Bus Route and Network Planning

MTA and NYC DOT will bring bus stop spacing in line with international and national standards. Appropriate spacing between bus stops

ensures buses can move with the flow of traffic, delivering a faster, more reliable trip. Recently, MTA introduced "Rush" routes with the Queens Bus Network Redesign, which speed up trips to subways and rail stations by making local stops in sections farther from the train and limited stops closer to hubs. Building off the success of Rush routes as well as Select Bus Service improvements, NYC DOT and MTA will create a more seamless customer experience at bus stops. In addition to multi-year planning efforts like bus network redesigns that bring substantial investments in bus service to the boroughs, MTA will continue to regularly evaluate bus routes, schedules, and opportunities for bus stop adjustments along priority corridors.

Streamline and modernize operations

MTA will continue modernizing bus operations by deploying advanced technology that helps route dispatchers and bus operators communicate better. These updated tools will support proactive monitoring and timely service adjustments to maintain reliable headways, reduce disruptions, and improve the bus rider experience.



Ensure modern, high-performing fleet

Upgrade bus maintenance to increase fleet availability

MTA, in partnership with labor, will advance efforts to modernize maintenance practices across the bus fleet and increase the amount of time a bus spends in service on the street. By adopting industry best practices, the latest maintenance technologies, and productivity improvements, MTA will ensure buses are ready for service to meet demands systemwide.

Procure new fleet to minimize impact of buses beyond their useful life

For buses to run reliably, they need to be in good working order. As the MTA's bus fleet ages, buses are degrading faster and require more maintenance between trips. The MTA's 2025–2029 Capital Program committed \$1.4 billion to procure approximately 2,500 new buses to replace 40% of aging fleet vehicles that will soon retire, including standard, articulated, and coach vehicles. These new buses will include upgraded technology and enhanced accessibility features, improving both the bus rider experience and operational efficiency.

Priority Corridors

NYC DOT and MTA will improve bus service along 50 Priority Corridors where bus riders experience the most delays along their journey. NYC DOT and MTA analyzed all bus routes in NYC by:

- How fast the bus moves
- How many people take that bus
- Whether the bus arrives reliably on time
- How long a journey takes
- Neighborhood equity indicators
- Access to subway, rail, or Select Bus Service (SBS)

Twenty-five of the slowest bus routes in the NYC operate along these 50 priority corridors. Some corridors have received previous street design, service, or network treatments, or are currently being studied. On streets that previously received infrastructure and service investments, NYC DOT and MTA will expand upon existing improvements to speed up buses and improve reliability even more.

NYC DOT and MTA will collaboratively analyze, study, design, and implement bus improvements on priority corridors. MTA will also advance service improvements along priority corridors, such as streamlining and modernizing operations, leveraging technology to better manage service reliability, and optimizing operator availability. Before a project gets built, MTA will proactively review bus stop spacing, routing, and opportunities to adjust schedule time points to maximize reliability benefits. Six to twelve months after implementation, NYC DOT and MTA will evaluate the efficacy of on-street improvements, as well as bus schedules, run times, and service frequency to reflect new bus travel patterns.

Along all bus routes, NYC DOT and MTA will holistically review and analyze new street designs and permitting processes for street closures and structures in the right-of-way to mitigate impacts on bus service and prioritize riders. NYC DOT will collaborate with MTA and City agencies to develop comprehensive neighborhood planning strategies that improve mobility, improve traffic safety and enforcement for all road users, and expand access to opportunity.



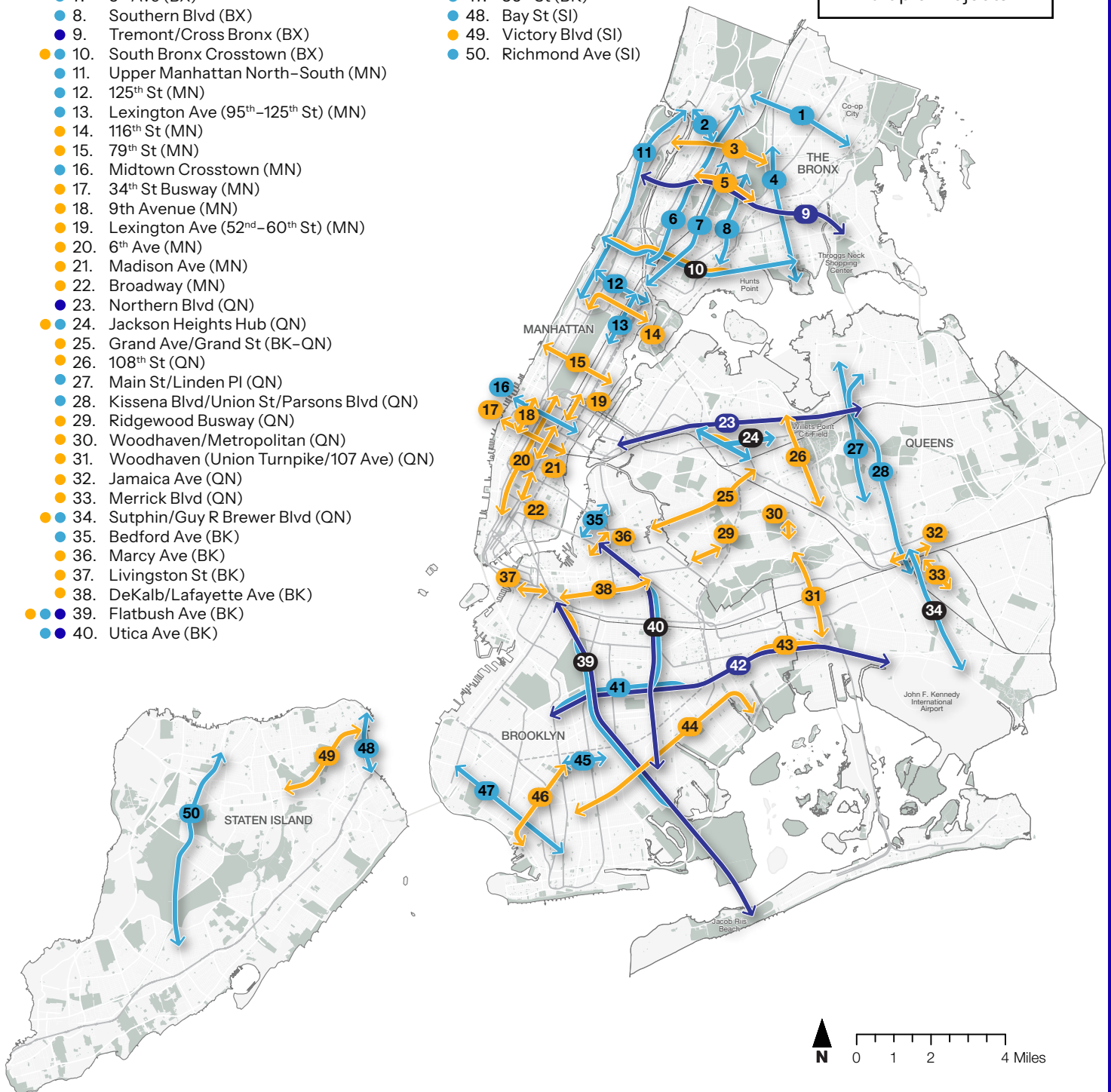
Bx36 using the queue jump on East Tremont Avenue in the Bronx.

Priority Corridors

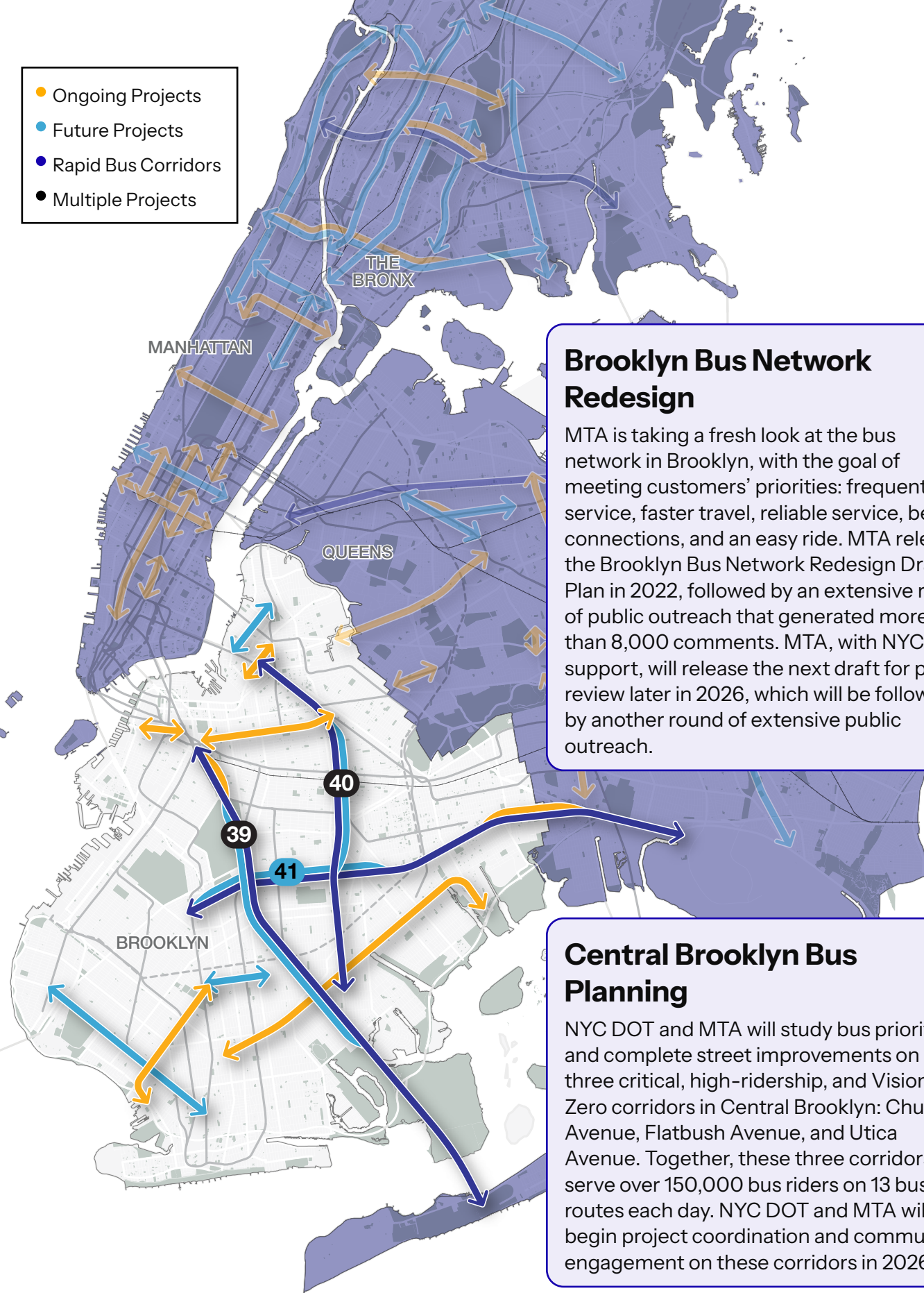
- 1. E Gun Hill Rd (BX)
- 2. E Kingsbridge Rd (BX)
- 3. E Fordham Rd (BX)
- 4. White Plains Rd (BX)
- 5. E Tremont Ave (BX)
- 6. Grand Concourse (BX)
- 7. 3rd Ave (BX)
- 8. Southern Blvd (BX)
- 9. Tremont/Cross Bronx (BX)
- 10. South Bronx Crosstown (BX)
- 11. Upper Manhattan North-South (MN)
- 12. 125th St (MN)
- 13. Lexington Ave (95th-125th St) (MN)
- 14. 116th St (MN)
- 15. 79th St (MN)
- 16. Midtown Crosstown (MN)
- 17. 34th St Busway (MN)
- 18. 9th Avenue (MN)
- 19. Lexington Ave (52nd-60th St) (MN)
- 20. 6th Ave (MN)
- 21. Madison Ave (MN)
- 22. Broadway (MN)
- 23. Northern Blvd (QN)
- 24. Jackson Heights Hub (QN)
- 25. Grand Ave/Grand St (BK-QN)
- 26. 108th St (QN)
- 27. Main St/Linden Pl (QN)
- 28. Kissena Blvd/Union St/Parsons Blvd (QN)
- 29. Ridgewood Busway (QN)
- 30. Woodhaven/Metropolitan (QN)
- 31. Woodhaven (Union Turnpike/107 Ave) (QN)
- 32. Jamaica Ave (QN)
- 33. Merrick Blvd (QN)
- 34. Sutphin/Guy R Brewer Blvd (QN)
- 35. Bedford Ave (BK)
- 36. Marcy Ave (BK)
- 37. Livingston St (BK)
- 38. DeKalb/Lafayette Ave (BK)
- 39. Flatbush Ave (BK)
- 40. Utica Ave (BK)

- 41. Church Ave (BK)
- 42. Kensington-JFK (BK-QN)
- 43. Linden Blvd (BK-QN)
- 44. South Brooklyn Crosstown (BK)
- 45. Avenue J (BK)
- 46. Bay Parkway (BK)
- 47. 86th St (BK)
- 48. Bay St (SI)
- 49. Victory Blvd (SI)
- 50. Richmond Ave (SI)

- Ongoing Projects
- Future Projects
- Rapid Bus Corridors
- Multiple Projects



- Ongoing Projects
- Future Projects
- Rapid Bus Corridors
- Multiple Projects



Brooklyn Bus Network Redesign

MTA is taking a fresh look at the bus network in Brooklyn, with the goal of meeting customers' priorities: frequent service, faster travel, reliable service, better connections, and an easy ride. MTA released the Brooklyn Bus Network Redesign Draft Plan in 2022, followed by an extensive round of public outreach that generated more than 8,000 comments. MTA, with NYC DOT support, will release the next draft for public review later in 2026, which will be followed by another round of extensive public outreach.

Central Brooklyn Bus Planning

NYC DOT and MTA will study bus priority and complete street improvements on three critical, high-ridership, and Vision Zero corridors in Central Brooklyn: Church Avenue, Flatbush Avenue, and Utica Avenue. Together, these three corridors serve over 150,000 bus riders on 13 bus routes each day. NYC DOT and MTA will begin project coordination and community engagement on these corridors in 2026.

2026: A Robust Joint Program That Delivers

In 2026, NYC DOT and MTA are advancing 28 ongoing projects and evaluating future service adjustments.



Ongoing Projects



Future Projects



Rapid Bus Corridors

3 Fordham Road, Sedgwick Avenue to Boston Road, Bronx

Offset bus lanes will serve 130,000 daily bus riders across the Bx12, Bx12 SBS, Bx9, Bx17, and Bx22, improving bus service while enhancing traffic safety and expanding access to businesses along the busiest bus corridor in the Bronx.

15 79th Street, Riverside Drive to East End Avenue, Manhattan

This capital project will improve 1.65 miles of streets along the M79 SBS bus route, upgrading bus stops, bus pads, and pedestrian safety improvements for 15,000 daily riders.

5 Tremont Avenue Busway, Webster Avenue to Southern Boulevard, Bronx

The Tremont Avenue Busway will benefit over 39,000 daily riders on the Bx36, enhancing freight travel, access to local businesses, traffic safety, and emergency vehicle access.

17 34th Street Busway, 3rd Avenue to 9th Avenue, Manhattan

The 34th Street Busway will prioritize buses, trucks and emergency vehicles while improving access to businesses, better serving 28,000 daily riders on the M34 SBS, M34A SBS and other routes.

10 South Bronx Crosstown Corridor, Bronx

 This capital project will improve 1.75 miles of streets along the Bx6 SBS bus route, upgrading bus stops and pedestrian infrastructure for 33,000 daily riders.

18 9th Avenue, 32nd Street to 50th Street, Manhattan

The redesign of 9th Avenue will increase space for bikes and pedestrians and provide bus priority improvements for 15,000 riders on the M11.

14 116th Street, Manhattan

Bus priority and pedestrian safety improvements along 116th Street, Manhattan Avenue, Morningside Avenue, and Pleasant Avenue will serve 10 bus routes carrying over 65,000 daily riders.

19 Lexington Avenue, 60th Street to 52nd Street, Manhattan

An upgraded, offset bus lane on this section of Lexington Avenue will benefit 70,000 daily riders along eight bus routes.

20 6th Avenue, Lispenard Street to 59th Street, Manhattan
NYC DOT is studying complete street improvements for 52,000 daily riders along 31 routes.

25 Grand Avenue/Grand Street, Metropolitan Avenue to Queens Boulevard, Queens
NYC DOT and MTA are studying bus priority and safety improvements for Q59, Q58, and Q98 routes, serving over 36,000 daily riders.

21 Madison Avenue, 23rd Street to 42nd Street, Manhattan
Double bus lanes on Madison Avenue will make buses faster and more reliable for 92,000 daily riders along 34 routes.

26 Ridgewood Busway, Queens
MTA and NYC DOT will begin preliminary engineering in 2026 to advance a new dedicated busway repurposing the unused right of way underneath the Myrtle Avenue M elevated subway line. The busway will increase bus speeds and reliability by eliminating difficult turns and traffic issues for many local buses.

22 Broadway, 14th Street to Houston Street, Manhattan
Bus, pedestrian, and cycling improvements will improve bus service for the 12,000 daily riders on nine routes.

27 108th Street, Queens Boulevard to Astoria Boulevard, Queens
NYC DOT and MTA are studying bus service, bike connection, and pedestrian safety improvements, serving 35,000 daily riders on three routes.

24 Broadway, Brooklyn Queens Expressway to Roosevelt Avenue, Queens
Bus priority upgrades will improve service for 9,000 daily riders on the Q70 and provide better connectivity to LaGuardia Airport.

30 Woodhaven Boulevard, 73rd Avenue to Yellowstone Boulevard, Queens
This capital project will improve a critical 0.25-mile segment of Woodhaven Boulevard on both ends of the Woodhaven Boulevard and Metropolitan Avenue intersection, providing bus stop, streetscape, and pedestrian safety improvements for the 34,000 daily riders along the corridor.



Bus lane treatments on Main Street in Flushing for consideration on Grand Avenue.

31 Woodhaven Boulevard, Union Turnpike to 107th Avenue, Queens

This capital project will upgrade bus boarding islands and enhance pedestrian safety along two miles of streets along the Q52 SBS and Q53 SBS bus routes, serving 34,000 daily riders.

34 Guy R Brewer Boulevard, Liberty Avenue to Archer Avenue, Queens

NYC DOT will add bus priority infrastructure and public realm improvements, improving conditions for 13,000 riders on the Q111, Q112, Q113, Q114, and Q115.

32 Jamaica Avenue, Sutphin Boulevard to 169th Street, Queens

This capital project will improve 1 mile of streets that serve as the Jamaica Avenue Busway, upgrading bus stops, bus pads, streetscape elements, and adding new pedestrian safety features for 139,000 daily riders.

36 Marcy Avenue, Borinquen Place to Broadway, Brooklyn

A new bus lane on Marcy Avenue will reduce delays for three routes, serving 29,000 daily riders.

33 Merrick Boulevard, Liberty Avenue to Linden Boulevard, Queens

This capital project will improve 1 mile of streets along Merrick Boulevard, upgrading bus stops and adding landscaping, and pedestrian safety features for 77,000 daily riders.

37 Livingston Street, Gallatin Place to Court Street, Brooklyn

NYC DOT and MTA are studying improvements to improve speed and reliability for over 49,000 daily riders on four routes.



Bus lane treatments on Pennsylvania Avenue, Brooklyn for consideration on Marcy Avenue.

38 DeKalb and Lafayette Avenues, Broadway to Flatbush Avenue, Brooklyn/Queens
NYC DOT and MTA are studying improvements along the B38, which serves over 18,000 daily riders.

44 South Brooklyn Crosstown Corridor, Brooklyn
This capital project will improve bus stops, traffic safety elements, and new greening streetscape along 7.5 miles of streets for 39,000 daily riders along the B82 SBS corridor.

39 Flatbush Avenue, Livingston Street to Grand Army Plaza, Brooklyn
Center-running lanes will deliver faster, more reliable commutes for 69,000 daily riders on six routes, while dramatically reshaping the public realm and improving traffic safety on a key corridor.

46 Bay Parkway and Cropsey Avenue, Brooklyn
NYC DOT and MTA are studying bus priority and safety improvements to support 35,000 daily riders on six routes.

43 Linden Boulevard, Fountain Avenue to Conduit Avenue, Brooklyn and Queens
The Linden Boulevard redesign will improve pedestrian safety, enhance neighborhood connectivity, and deliver bus priority improvements for 38,000 daily riders with median-running bus lanes, expanded pedestrian space, and new signalized intersections.

49 Victory Boulevard, Bay Street to Little Clove Road, Staten Island
Upgraded and new bus lanes will benefit 25,000 daily riders along 16 routes, connecting to the Staten Island Ferry.

Rider Focused Process

NYC DOT and MTA, working with the Mayor's Office of Mass Engagement and other City agencies, will use an equity-focused, rider-centered approach to advancing bus priority projects on Priority Corridors. NYC DOT and MTA will expand current outreach strategies to better reach bus riders directly and elevate their needs, create accessible channels for riders to share their feedback, and establish strong, transparent feedback loops. This will ensure the design, implementation, and evaluation of projects reflect rider voices and experiences.

NYC DOT and MTA will build new and strengthen existing relationships with advocacy

groups and community-based organizations that serve bus riders who live and work near priority corridors. The agencies will engage these organizations early in the planning process and establish transparent processes for project collaboration. NYC DOT and MTA will expand pre-project bus rider engagement through increased on-street pop-up events, street surveys, and presence at community events. After project implementation, NYC DOT and MTA will create in-person and digital channels for bus riders to provide feedback through on-street engagement and digital surveys.



02

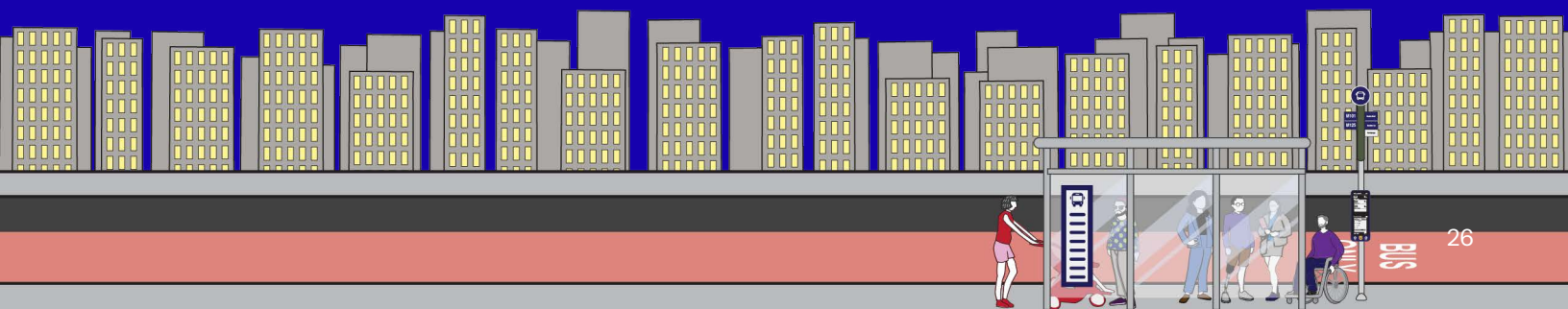
Valued Bus Riders

Goals:

- Provide a comfortable and welcoming experience for bus riders at the bus stop.
- Ensure every bus stop is fully accessible, has seating, and real-time passenger information where feasible.

Commitments:

- Install 300 new bus shelters by 2028.
- Install seating at 875 bus stops in 2026 to meet universal seating goal by 2035.
- Plant 30 trees at bus stops and pilot shelter design improvements for mitigating extreme heat in 2026.
- Install 90 new real-time passenger information displays in 2026 and install 2,900 new and technologically improved RTPI signs by 2030. Modernize real time bus data to support accurate arrival information.
- Upgrade 35 inaccessible bus stops in 2026, scaling to at least 50 per year from 2027 to 2029, and at least 65 per year thereafter.
- Advance capital projects along six priority corridors across the city, delivering an improved bus rider and pedestrian experience through transformative transit, safety, and streetscape improvements.



Improving the Bus Rider Experience

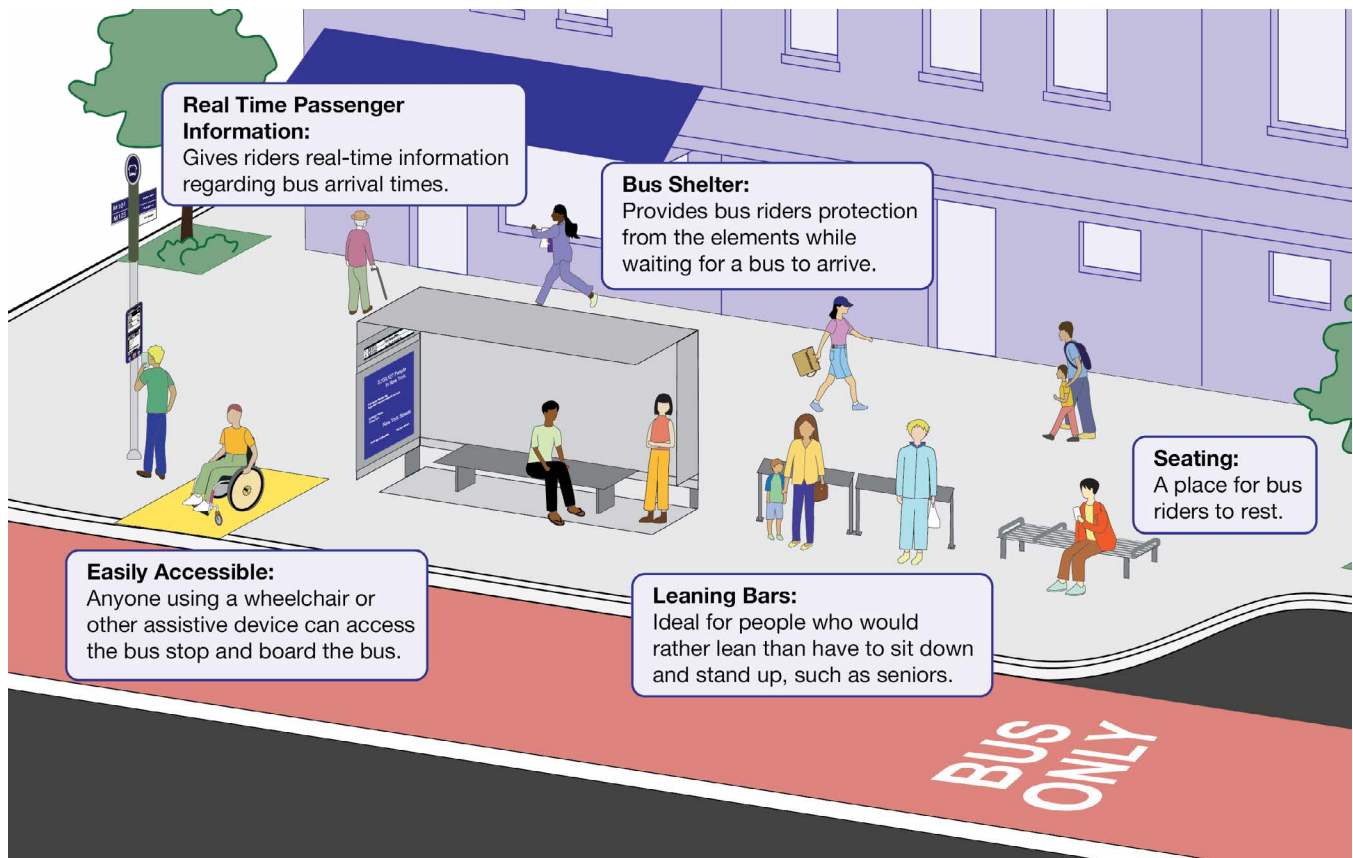
A rider should feel comfortable and that their time is respected while they wait for the bus. Yet when a bus is late or weather is inclement, waiting at bus stops can be a frustrating experience. Riders using a wheelchair or other assistive device may face barriers at inaccessible bus stops and need to make alternative travel choices.

All bus riders in New York City deserve a world-class entry to our bus system. As extreme heat,

heavier rainfall, and colder weather events become more frequent, seating, shade, and shelter at bus stops are increasingly essential to providing a dignified, safe experience for bus riders. To deliver this vision, NYC DOT will ensure every bus stop provides high-quality amenities, transforming bus stops into welcoming, comfortable places to wait, surrounded by safe and accessible infrastructure.

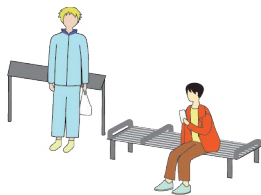


Seating near bus stops makes waiting for the bus more comfortable, especially for older adults and those with limited mobility.



Shelter

Bus shelters provide seating and protection from the elements. Through the current bus shelter contract, NYC DOT will install 300 new shelters by 2028. NYC DOT will explore additional opportunities to expand shelter capacity in a future franchise contract.



Universal Seating

Older adults, parents with children, and people with disabilities rely on resting infrastructure to travel safely. Benches offer a place to sit, while leaning bars are ideal for people who would rather lean than stand up from a lower seat. NYC DOT will continue installing seating, including benches and leaning bars, at 875 bus stops per year to meet the current goal of universal seating by 2035.



Shade

Building upon the NYC Department of Parks and Recreation (Parks) Neighborhood Tree Planting Program, NYC DOT and Parks will plant 30 trees at bus stops in 2026, with the goal of inspecting all bus stops for street trees and planting as many trees as possible by 2035. Trees will bring shade to bus stops, and the City will coordinate with MTA to ensure new trees maintain clear paths for buses and riders.

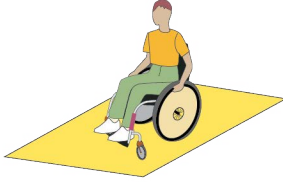
In 2026, the City will also explore viable shelter design options for mitigating extreme heat at bus stops. NYC DOT and the Mayor's Office of Climate and Environmental Justice (MOCEJ) will pilot the first green roof on a bus shelter. On hot days, green roof shelters can make bus stops more comfortable places to wait by reducing the surrounding air temperature. They can also benefit the surrounding community by increasing stormwater retention and enhancing biodiversity. At an additional three bus shelters, the City will pilot reflective tape on top of the shelters to reduce heat inside the shelters during hot weather.



Passenger Information

Dynamic clear bus arrival information reduces uncertainty and supports rider decision-making. Real Time Passenger Information (RTPI) signs provide up-to-the-minute wait time information on easy-to-read displays. NYC DOT will install 90 new and improved RTPI signs on bus shelters in 2026, and will install 2,900 new and improved RTPI signs on shelters and bus poles by 2030.

MTA will support NYC DOT's transition to next-generation digital signage. On the backend, MTA will modernize technology to provide continuous, accurate, and high-quality real-time data from buses to RTPI displays and the MTA App. Better data improves customer confidence and streamlines information across all platforms.



Accessibility

Approximately 10% of bus stops citywide lack continuous surfaces for wheelchair lifts or ramps or unobstructed access to board the bus. These conditions limit access for people who experience mobility issues. NYC DOT and MTA are committed to ensuring all bus stops are physically accessible so everyone can get to work and school, access essential services, visit family and friends, and partake in all NYC has to offer.

NYC DOT and MTA are committed to upgrading at least 50 bus stops per year from 2027-2029, expanding to upgrade at least 65 per year thereafter through in-house and capital projects. Led by NYC DOT, this work also includes coordinating with MTA accessibility projects at more than 60 subway stations and building on existing capital commitments whenever possible. NYC DOT will embed disability community co-design into bus stop planning through focus groups, site visits, and early engagement with disability organizations, ensuring improvements are shaped by lived experience and guided by the principle “Nothing About Us Without Us.” This will include working proactively with the Mayor’s Office for People with Disabilities (MOPD) and disability advocates.



Bus stops should meet the needs of all riders.

DOT Capital Projects: Investing in a Quality Rider Experience

On six priority corridors, DOT is advancing long-term, comprehensive capital projects centered on improving bus stops and streetscapes.

These intensive projects will upgrade existing infrastructure and add new pedestrian safety and transit elements, delivering a transformed pedestrian and bus rider experience along all six corridors.

Bus boarding islands and bus bulbs will create dedicated space for bus riders to wait, providing speed and operations benefits while reducing sidewalk congestion at bus stops. New shelters and benches will provide comfortable places for pedestrians to rest. Comprehensive intersection redesigns will make it easier and safer for pedestrians and bicyclists to travel along the corridor. Additional tree canopy and greening

elements will bring shade and flood mitigation benefits to the street.

1. **South Brooklyn Crosstown Select Bus Service (BK)**
2. **Woodhaven Boulevard from Union Turnpike to 107th Avenue (QN)**
3. **Jamaica Avenue from Sutphin Boulevard to 169th Street (QN)**
4. **79th Street from Riverside Drive to East End Avenue (MN)**
5. **Woodhaven Boulevard from 73rd Avenue to Yellowstone Boulevard (QN)**
6. **Merrick Boulevard from Liberty Avenue to Linden Boulevard (QN)**



Bus boarding islands create dedicated space for riders to wait, reducing sidewalk congestion at stops.



03

Culture of Courtesy and Respect

Goals:

- Ensure buses have a clear path throughout a bus rider's journey.
- Leverage effective enforcement strategies to protect bus infrastructure, prioritize buses in traffic, and serve bus riders first.
- Reduce repeat violations by educating constituents about the benefits of keeping the bus lanes clear.

Commitments:

- Expand Automated Camera Enforcement (ACE) to 50+ additional routes by 2027, prioritizing high-ridership and delay-prone corridors.
- Continue enhanced public education and engagement efforts to reinforce regulations before and during 60-day warning periods.
- Install 200 new stationary bus lane cameras by 2027.
- Expand NYPD enforcement from 14 to 20 routes daily to be deployed where most needed.

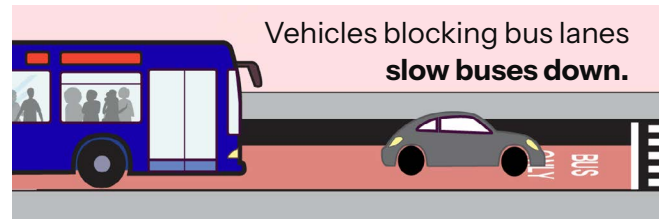


Keeping Bus Routes Clear

Fast, reliable buses require clear, unobstructed paths for the bus to travel. Double-parking exacerbates congestion and prevents drivers, including bus operators, from moving safely. This compromises efficiency and causes frustrating delays for all road users. Unauthorized driving and parking in bus lanes and stops reduces the effectiveness of these treatments, affecting service for thousands of bus riders across the city every day. When bus stops are blocked and buses can't reach the curb, pedestrians must board the bus in the street and people with mobility impairments are unable to board.



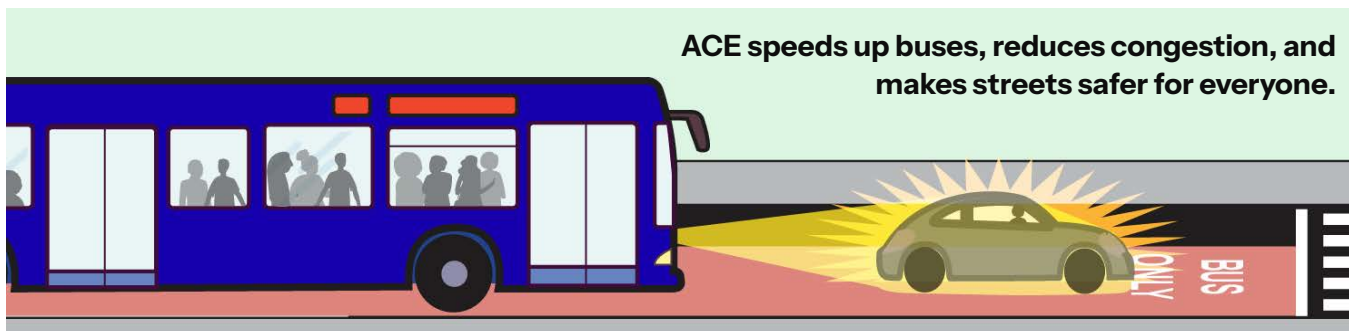
Effective enforcement strategies ensure smooth, safe, and on-time journeys for bus riders and guarantee the streets are used as intended. NYC DOT, the New York Police Department (NYPD), and MTA will employ a comprehensive, coordinated approach to keep buses moving through traffic.



Automated Camera Enforcement (ACE)

ACE is a bus-mounted camera system that issues violations to vehicles occupying bus lanes, double-parked vehicles along bus routes, and vehicles blocking bus stops. MTA, NYC DOT, and the NYC Department of Finance jointly administer the program. Today, ACE is equipped on 1,900 buses covering 63 bus routes and 810 miles of routes, benefiting over one million riders on an average weekday.

ACE is an effective tool to achieve faster, reliable, and safer buses. On average, bus speeds on routes equipped with ACE have increased by 5% with some corridors seeing gains as high as 30%. These routes have also experienced a 20% reduction in collisions, as well as a 40% reduction in bus stops being blocked by vehicles. Injuries for all road users decreased along ACE corridors (as compared to other bus routes in the borough), with the largest reductions for two-wheeled motorized vehicles and traditional bicycles.



In 2026 and 2027, MTA and DOT will expand ACE to 25 additional routes per year, prioritizing high-ridership and delay-prone corridors. MTA and NYC DOT will use data to proactively identify and mitigate recurring obstruction patterns.

Enhanced ACE Outreach

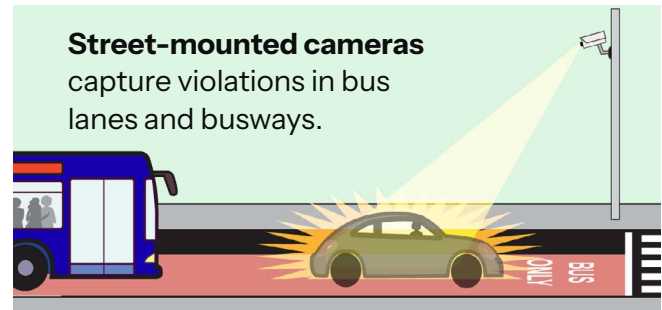
To discourage drivers from unauthorized use of bus lanes and bus stops, including double-parking, NYC DOT and MTA will deepen public education and engagement efforts around the ACE program and communicate the benefits of keeping our streets clear. These efforts will emphasize the importance of reducing double-parking to improve efficiency and safety for all road users. Sustained public education efforts will reinforce regulations before, during, and after the 60-day warning periods. Once routes have ACE, outreach and messaging will emphasize consistent awareness of the program and the violations process both leading up to and following implementation of new routes.

Stationary Bus Lane Cameras

NYC DOT installs and maintains stationary, street-mounted enforcement cameras to capture bus lane violations. Stationary cameras are particularly effective at capturing drivers illegally driving in bus lanes and busways, and complement ACE cameras, which focus on parking and standing violations. NYC DOT will implement 200 new stationary cameras by 2027.

On-Site Enforcement

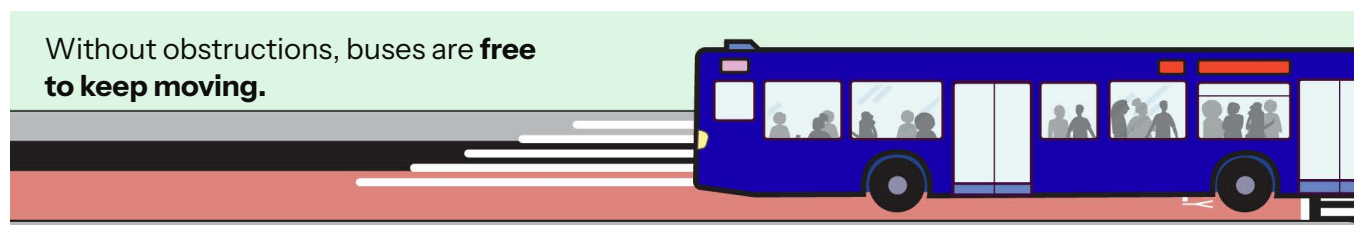
Buses are delayed when vehicles block bus stops, travel lanes, and intersections. Sustained



NYPD enforcement at known trouble spots on city streets guarantees buses keep moving through traffic. NYPD currently enforces violations along 14 key bus corridors, where Traffic Enforcement Agents address persistent issues through sustained deployments. NYPD, MTA, and NYC DOT also successfully coordinated targeted on-site enforcement efforts to support bus service during the launch of congestion pricing and the Queens Bus Network Redesign.

NYPD will expand on-site enforcement to 20 corridors, starting in 2026. Through data analysis and field observations, MTA and City partners will continue to identify more bottleneck locations for sustained NYPD enforcement. At their assigned locations, Traffic Enforcement Agents will also continue to prioritize moving buses through traffic.

Many factors create friction on our streets, from double parking at bus stops to package deliveries, all contributing to slower and less reliable bus service. These obstructions can block bus movement, forcing bus operators to merge into other traffic lanes and impeding riders' ability to reach the bus when it arrives. NYPD will comprehensively enforce these and other friction factors to keep buses moving and make sure streets are used as intended.





Quality Transit for All

Goals:

- Launch world-class rapid bus service to bridge mobility gaps and support future housing, population, and job growth.
- Rapid bus corridors will deliver fast and reliable service through transformative Bus Rapid Transit-style street design and enhanced stations with high-quality amenities.

Commitments:

- Ensure 90% of New Yorkers live within a half-mile of a subway, rail, Select Bus, or new rapid bus station.
- Implement a new, world-class rapid bus route on Flatbush Avenue by 2030.
- Launch public engagement for the development of rapid bus service on four additional corridors in 2026.



World Class Improvements

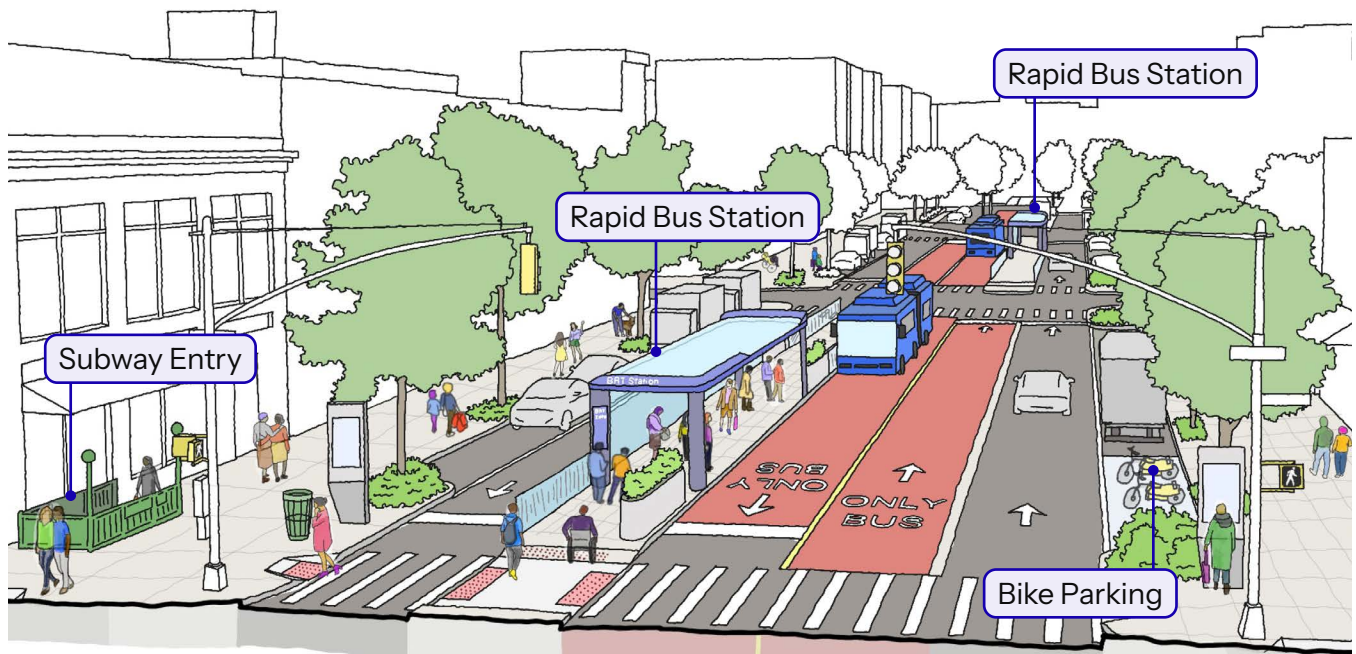


As NYC builds more housing, expanding access to transit will require new forms of rapid bus service to meet current and future mobility needs. While planning and construction for new rail mega-projects like Second Avenue Subways Phase 2 and the Interborough Express are ongoing, world-class rapid bus service can supplement these efforts and begin service within a few years. Starting in 2026, NYC DOT and MTA will build one and advance four additional rapid bus corridors, selected to bridge mobility gaps, expand access to high-quality transit, and support existing and future housing, population, and job growth.

NYC DOT and MTA will design continuous, bus-only infrastructure, such as busways, fully separated lanes, or center-running facilities, that

utilize signal priority at intersections and limit cross traffic and unauthorized vehicles where possible. These will be developed to align with neighborhood and regional traffic systems. Both agencies will apply a comprehensive, neighborhood planning approach to improve mobility for transit riders, as well as people who walk, roll, bike, and drive.

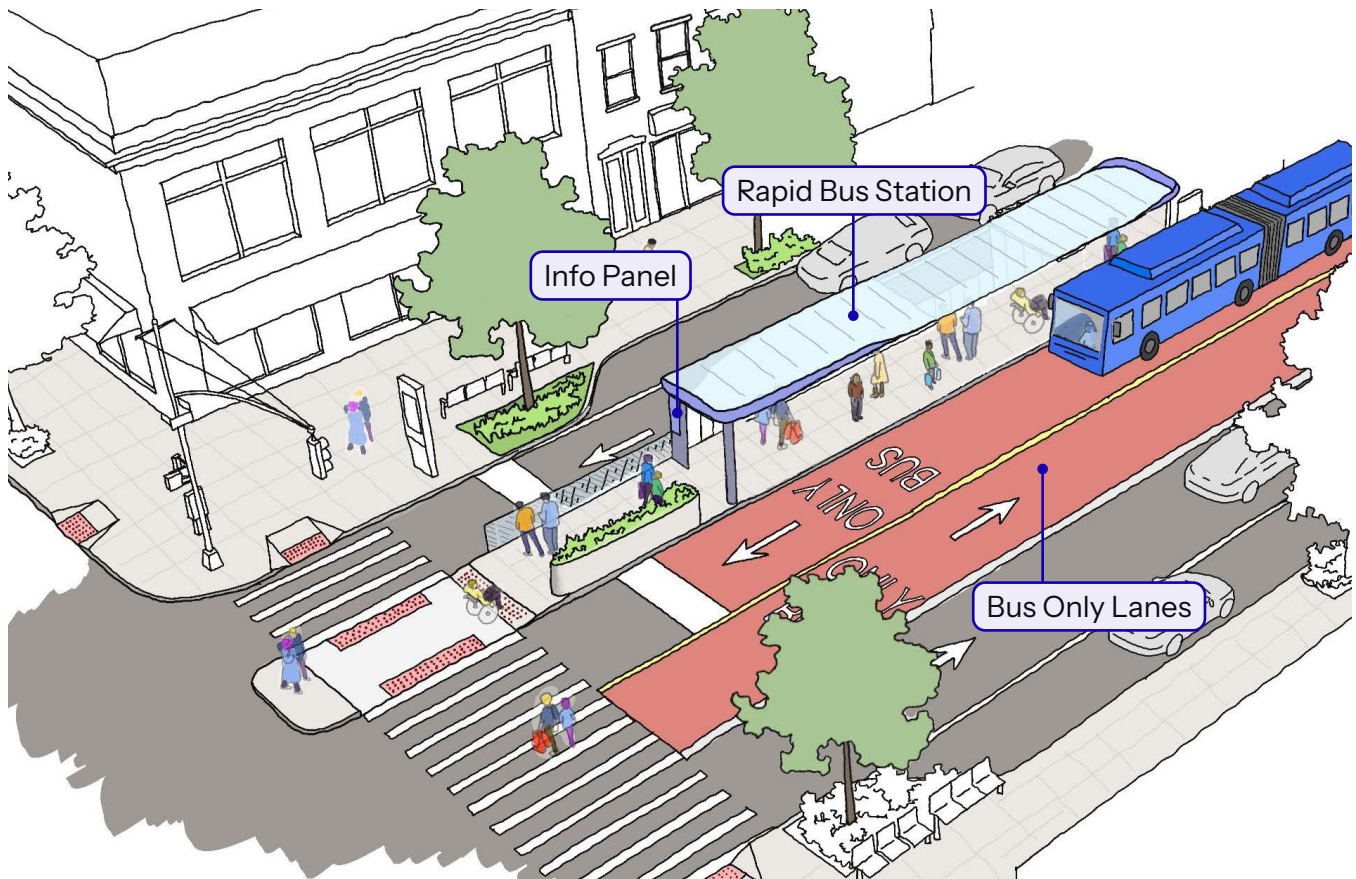
World-class rapid bus stations will accommodate higher ridership with expanded public realm and accessibility investments, such as level boarding, seating, shelter, greening, community and cultural programming, and last-mile connections. New infrastructure, combined with frequent, all-day service and longer stop spacing can deliver a faster and better transit experience on surface streets.



Rapid bus systems offer climate-friendly travel options while delivering significant travel time and reliability improvements, shorter waits, and safer streets. On rapid bus corridors elsewhere in the United States and throughout the Americas, job opportunities expand around stations, business vacancies decrease, and development investments increase. Introducing high-capacity transit corridors in a neighborhood presents exciting opportunities to expand affordable housing and support economic opportunity through transit-oriented development.

In 2026, NYC DOT and MTA will work to advance the first five rapid bus corridors, with the recognition that additional corridors may be evaluated in the future:

- 01 Flatbush Avenue, Brooklyn:** Building upon the 2026 center-running bus lane project between Livingston Street and Grand Army Plaza, NYC DOT and MTA will deliver new rapid bus service along the full length of the Flatbush Avenue corridor by 2030. In 2026, both agencies will engage with community members in Central Brooklyn to identify neighborhood mobility needs.
- 02 Northern Boulevard, Queens:** NYC DOT and MTA will engage community members and study options for rapid bus infrastructure and service. Rapid bus service on Northern Boulevard would build upon recent Vision Zero improvements and bus network investments, as well as future housing growth along the corridor.



03 Tremont/Cross Bronx, Bronx: After implementing the Tremont Avenue Busway, NYC DOT and MTA will launch visioning engagement for new rapid bus options, responding to community needs for faster cross-borough travel identified through recent engagement processes for the busway and the Reimagine the Cross Bronx study.

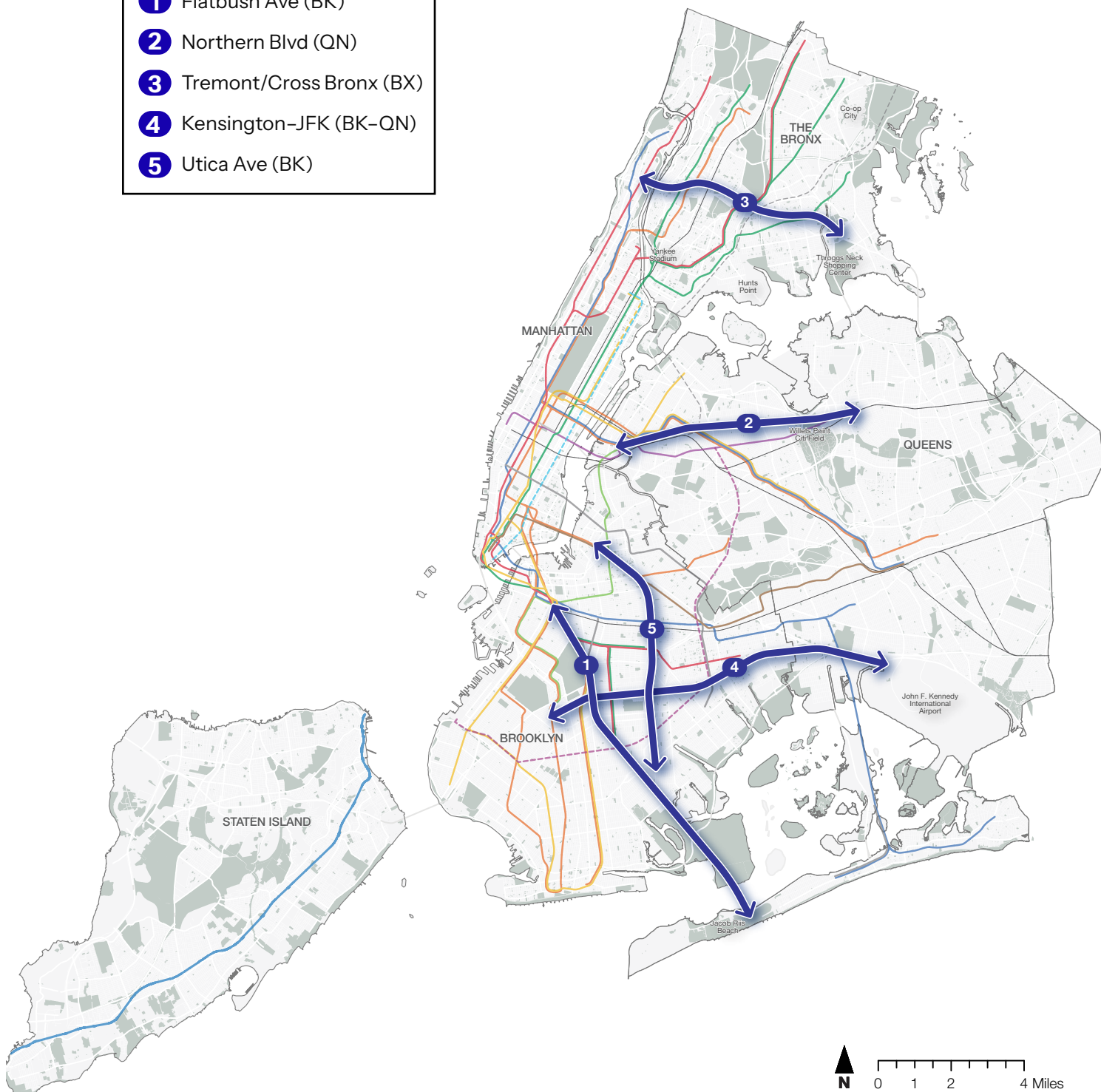
04 Kensington-JFK, Brooklyn-Queens: Later in 2026, NYC DOT and MTA will launch visioning engagement for new rapid bus options along Church Avenue, Linden Boulevard, New Lots Avenue, and Conduit Avenue connecting to JFK Airport.

05 Utica Avenue, Brooklyn: NYC DOT and MTA will study options for rapid bus investments, as identified in MTA capital planning processes.

These rapid bus corridors will be implemented through a combination of short-term and long-term projects, which will include quick-build street improvement projects as well as capital projects. The scope, duration, and timeline for each corridor project will vary. Together, NYC DOT and MTA will collaborate and work closely with communities to develop implementation strategies for each corridor.

Rapid Bus Corridors

- 1** Flatbush Ave (BK)
- 2** Northern Blvd (QN)
- 3** Tremont/Cross Bronx (BX)
- 4** Kensington-JFK (BK-QN)
- 5** Utica Ave (BK)



Collaborating with Communities

Delivering New Service in Collaboration with Communities

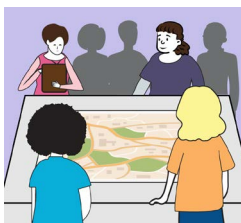
Rapid bus service will introduce a new, world-class transit experience to New Yorkers. To plan, construct, and evaluate rapid bus routes, MTA and NYC DOT, with support from the Mayor's Office of Mass Engagement, will foster strong relationships and build local coalitions through a deepened, five-step engagement process. While project timelines will vary depending on the corridor, the fundamental components of this process will keep bus riders and community voices centered throughout visioning, planning, implementation, and evaluation phases.

Community Visioning



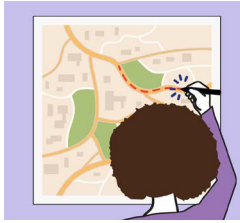
01 Listening

Through on-street outreach, conversations with local organizations, workshops, open houses, briefings, elected official meetings, and pop-up events, NYC DOT and MTA will engage with community members, including small businesses and community-based organizations, to better understand bus rider needs and experiences, learn about neighborhood culture, and identify community assets. Through the Queens Bus Network Redesign, MTA and NYC DOT broadened use of innovative feedback channels by leveraging an interactive mapping tool and comment portal, in addition to the conventional engagement strategies, to reach tens of thousands of bus riders and ensure their input shaped agency proposals. In this phase, both agencies will rely on proven engagement strategies and gather information to elevate bus rider needs throughout corridor planning and design.



02 Community Priorities

NYC DOT and MTA will involve communities in planning and design processes, primarily through workshops. Through this phase, agencies will work with bus riders and community members to identify neighborhood priorities, which will guide future decisions to balance trade-offs.



03 Design Development

Planning and design teams will incorporate community input into a comprehensive proposal that reflects bus rider needs and priorities. Through workshops and web portals, NYC DOT and MTA will share details about how the agencies aim to improve bus infrastructure, accessibility, cycling and pedestrian networks, and public spaces while enhancing traffic safety. Community members will be able to share feedback about whether the proposal meets neighborhood needs.

Implementation



04 Project Construction

Once the design is confirmed through community process, NYC DOT and MTA will share next steps and an anticipated timeline for installing improvements, as well as what to expect throughout implementation. During implementation, the agencies will engage directly with bus riders and community members to provide information about the implementation process and the improvements to expect as part of the project.

Post-Implementation



05 Evaluation and Adjustment

NYC DOT and MTA will activate education efforts to connect riders with new service. Six-twelve months after bus infrastructure and service improvements are operational, both agencies will return to community forums to share performance data and understand other qualitative effects experienced by bus riders and others within the neighborhood network through on-street surveys and pop-up events. If adjustments are needed, NYC DOT and MTA will develop an improvement plan to resolve issues with operations or the physical environment.



MTA Customer Ambassadors directed riders during the launch of Queens Bus Network Redesign.



Delivering the Plan

Delivering the *Next Stop* plan will require sustained coordination, shared commitment, and thoughtful investment across MTA, NYC DOT, and City agencies. The initiatives outlined here depend on clear roles, aligned timelines, and the resources necessary to realize these improvements. Just as *Next Stop* recognizes that design, operations, and enforcement are essential tools to improving bus performance, so too are collaboration, transparency, and a shared commitment to delivering faster, better bus service.

Agency Commitment

Successful implementation hinges on strong partnership across City agencies and with MTA. Each agency plays a crucial role, from planning and engineering to enforcement and education, to ensuring the buses arrive on schedule and drivers are available to deliver quality service. Many teams are deeply invested in improving bus service, and *Next Stop* builds on that momentum.

NYC DOT, MTA, and partner agencies will jointly maintain a rigorous, data-driven monitoring program that tracks progress on bus speeds, reliability, enforcement outcomes, and rider experience to maximize performance. This will include a real-time performance dashboard with public-facing reporting that tracks progress against the goals outlined in this report. The full transition to tap-and-ride will also provide more and better information about riders' journeys that can shape bus operations and service reliability. Building on readily available bus performance data published through New York City and State Open Data Portals, the agencies will publicly report progress on the report's goals. This commitment ensures that the agencies can identify emerging challenges,

adjust strategies in real time, and maintain transparency with riders, communities, and elected officials.

Timeline

Next Stop outlines a multi-year implementation timeline across several programs, with near term actions focused on accelerating bus priority projects, expanding bus stop accessibility, and strengthening enforcement and operations. Medium and long-term initiatives will build on this foundation, advancing more complex corridor redesigns, technological investments, and inter-agency coordination efforts.

Resources

Achieving the goals outlined in this Plan will require sustained investment across the City and MTA. Both agencies will continue to evaluate resource needs annually and pursue funding to support future implementation priorities.

Looking Ahead

The success of *Next Stop* will be measured not only by the completion of these initiatives, but by the tangible improvements riders experience every day: shorter travel times, less time waiting at bus stops, more reliable service, and comfortable, accessible stops that serve all New Yorkers. By working collaboratively, and committing the necessary resources, the City and State can deliver a world-class bus rider experience. *Next Stop* sets the path toward a more efficient, sustainable, and people-centered transportation system that prioritizes transit, strengthens mobility, supports economic opportunity, and enhances quality of life across the five boroughs.

2026 Commitments

Joint City and State Commitments	• Advance 28 ongoing bus priority projects and evaluate service adjustments after implementation. • Starting in 2026, activate automated enforcement on 50+ new routes. • Launch community-based visioning engagement for rapid bus service on four additional rapid corridors.
DOT/City Commitments	• Starting in 2026, install seating at 875 bus stops per year. • Upgrade 35 inaccessible bus stops to be fully accessible. • Plant 30 trees at bus stops and pilot shelter design improvements to mitigate extreme heat. • Install 90 new and improved real time passenger information (RTPI) displays at bus shelters. • Expand daily NYPD enforcement from 14 to 20 routes annually.
MTA Commitments	• Release the next draft for Brooklyn Bus Network Redesign. • Modernize fleet maintenance and bus dispatching practices at depots. • Improve real-time bus information for riders. • Monitor and update service to leverage infrastructure enhancements.



Faster Buses, Better Service advances 28 ongoing bus priority projects.

Future Milestones

Joint City and State Commitments	▪ Study, plan, and implement major bus priority improvements on 50 Priority Corridors across the five boroughs to: ▪ Increase bus speeds by 20% on priority corridors. ▪ Reduce bus rider delay at bus stops to less than two minutes beyond the scheduled wait time. ▪ By 2030: ▪ Implement a new, world-class rapid bus route on Flatbush Avenue. ▪ Expand the bus stop accessibility program to upgrade at least 65 bus stops per year.
DOT/City Commitments	▪ By 2027, install 200 new stationary cameras. ▪ By 2028, install 300 new bus shelters. ▪ By 2030: ▪ Install 125 queue jump signals. ▪ Activate or improve transit signal priority along 175 corridors. ▪ Install 2,900 new real time passenger information signs (RTPI). ▪ By 2035, ▪ Achieve universal bus stop seating. ▪ Inspect all bus stops for street trees, planting as many trees as possible.
MTA Commitments	▪ By 2027, implement all-door boarding with complete transition to tap and ride. ▪ Procure approximately 2,500 new buses as part of the 2025-2029 Capital Plan, replacing aging vehicles. ▪ Monitor and update service to leverage infrastructure enhancements.

Timeline & Key Actions

● Fast, Reliable Buses ● Valued Bus Riders ● Quality Transit for All ● Culture of Courtesy and Respect

2026

- Advance 28 ongoing projects with coordinated schedule adjustments.
- Release next draft of the Brooklyn Bus Network Redesign and begin engagement for bus priority improvements on three key Central Brooklyn bus corridors.
- Advance procurement of new bus fleet to replace aging vehicles as part of the MTA's 2025-2029 Capital Plan.
- Upgrade 35 bus stops to be fully accessible.
- Install 90 RTPI signs and begin improvement of passenger information systems.
- Install seating at 875 bus stops.
- Expand shade at bus stops by planting 30 trees at bus stops and piloting new cooling shelter designs.
- Launch visioning engagement for the development of four rapid bus corridors: Northern Boulevard in Queens, Tremont Avenue/Cross Bronx in the Bronx, Utica Avenue, and Church Avenue/Linden Boulevard/Conduit Avenue in Brooklyn.
- Launch ACE on 25 routes.
- Expand daily NYPD enforcement to 20 routes annually.

2027

- Advance new bus priority projects on Priority Corridors.
- Implement all-door boarding with complete transition to tap and ride.
- Expand bus stop accessibility program to upgrade at least 50 bus stops per year.
- Add ACE to 25 additional routes.
- Reach installation of 200 new stationary cameras.



2028

- Reach installation of 300 new bus shelters.

2030

- Reach 175 Transit Signal Priority Corridors.
- Achieve installation of 125 queue jumps.
- Reach 2,900 new RTPI signs.
- Expand bus stop accessibility program to upgrade at least 65 stops per year.
- Implement a rapid bus route on Flatbush Avenue.

2035

- Achieve universal seating at bus stops.
- Complete tree planting at all feasible bus stops.



Acknowledgements

Next Stop: Fast Buses, Better Service was jointly developed by the New York City Department of Transportation and the Metropolitan Transportation Authority. It is the result of countless meetings with dozens of individuals who are deeply invested in improving bus service for the millions of New Yorkers who rely on it.

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July 2026

